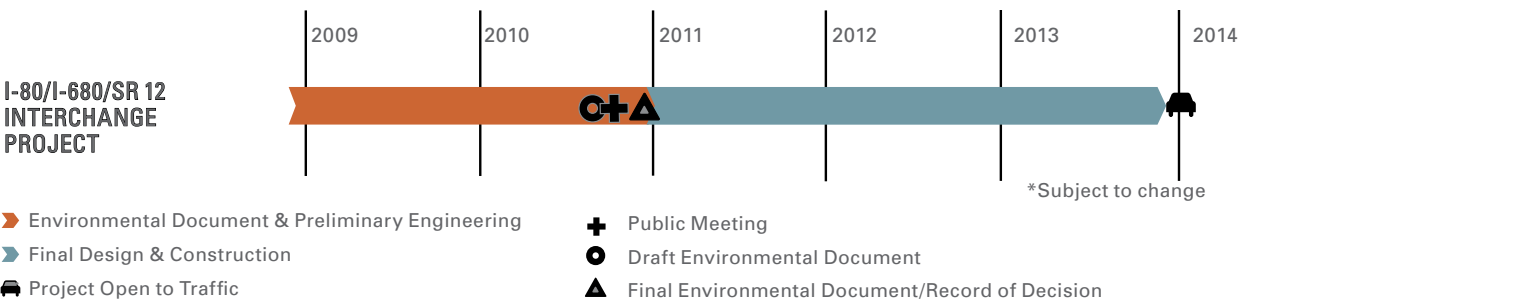


PROJECT SCHEDULES & MILESTONES



FOR MORE INFORMATION OR TO REQUEST A COPY OF THE DRAFT EIR/EIS

Caltrans and the STA have completed the environmental analysis for the I-80/I-680/SR 12 Interchange Project. Required by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the Draft EIR/EIS studies the effects that the proposed project may have on the environment. The public is encouraged to provide comment (see inside to find out how).

Individuals who would like to request a copy or who require portions of the environmental document in alternative formats or translated are asked to contact Caltrans District 4 Public Information Center at (510) 286-4444, the Office of Environmental Analysis at (510) 286-5623, or the STA at (707) 424-6075. TDD users may contact the California Relay Service TDD line at 711.

STA ACCOMPLISHMENTS IMPROVE REGIONAL TRANSPORTATION NETWORK

In the ongoing effort to deliver transportation projects to ensure mobility, travel safety, and economic vitality, the STA, along with Caltrans, the Metropolitan Transportation Commission, and local public works departments, has completed – and is in the process of completing – several projects in addition to the Interchange Project.

NORTH CONNECTOR PROJECT

STA, the City of Fairfield, and Solano County are constructing a new arterial roadway between SR 12 West at Red Top Road and Abernathy Road to relieve traffic congestion and provide local motorists with a practical alternative to using I-80 for trips.



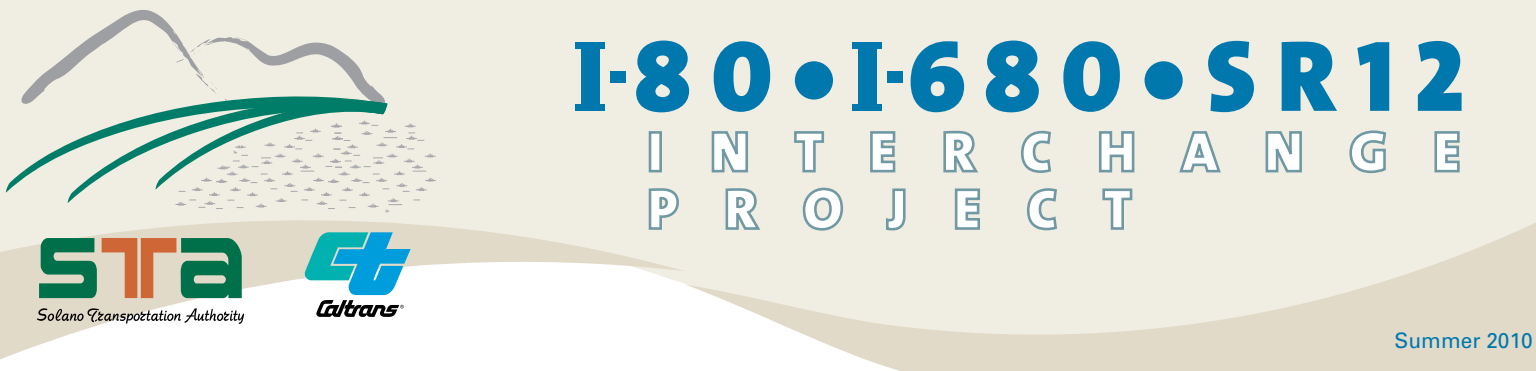
I-80 HOV LANES PROJECT

The recently completed addition of 8.7 miles of High-Occupancy Vehicle (HOV) lanes in both directions in the median from Red Top Road to Airbase Parkway is reducing congestion, promoting ride-sharing, and benefiting local and regional transit service.



UPCOMING I-80 EXPRESS LANES PROJECT

Express/High Occupancy Toll (HOT) Lanes are being proposed on I-80 as part of MTC’s Regional Transportation Plan. Express Lanes would enable single occupancy vehicles to access the new I-80 HOV lanes by paying a toll through the use of a FasTrak transponder. The revenue could then be applied to constructing and expanding the HOV lanes the length of I-80 through Solano County, which would improve the commute for carpools, vanpools, commuter transit, and single occupancy vehicles.



Improving THE I-80/I-680/SR 12 INTERCHANGE

The I-80/I-680/SR 12 Interchange, located along the I-80 corridor in the vicinity of the City of Fairfield in Solano County, is one of the busiest roads in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway’s capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County and the State of California.

For many years, the California Department of Transportation (Caltrans), the Solano Transportation Authority (STA), Solano County, and the cities of Fairfield and Suisun City have been evaluating a variety of alternatives to improve local and regional mobility and safety within the corridor. As part of this effort, a regional study was undertaken to identify the key areas

of concern and associated improvements. Additional input on needed improvements was gathered from the public through meetings and interviews. The Interchange Project evolved out of this effort and recently achieved a major milestone event, release of the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS).

PROJECT BENEFITS

The proposed project is intended to address numerous existing and future traffic-related problems in the vicinity of the project. The project will:

- Reduce congestion throughout the I-80/I-680/SR12 interchange complex
- Reduce the amount of cut-through traffic on local roads
- Better accommodate current and future truck volumes on highways
- Facilitate adequate inspection and enforcement at the westbound truck scales
- Improve safety conditions
- Encourage the use of high-occupancy vehicle lanes and ridesharing

PROJECT ALTERNATIVES

Two alternatives, B and C, are studied in the Draft EIR/EIS and differ primarily in the location of the I-80/I-680/SR 12W Interchange improvements and the improvements on SR 12E. Under Alternative B, the I-80/I-680 and I-80/ SR 12W Interchanges would be improved in place and a single interchange would be constructed on SR 12E to serve Beck Avenue and Pennsylvania Avenue. Under Alternative C, I-680 would be realigned to the west to connect with the I-80/SR 12W Interchange, and two interchanges would be constructed on SR 12E to serve Beck Avenue and Pennsylvania Avenue.

FUNDABLE FIRST PHASE (PHASE I) INCLUDED IN THE DRAFT EIR/EIS

The complexity and cost of the full-build alternatives requires a phased implementation plan. A fundable first phase (Phase I) for each alternate has been identified that would be built with the funding currently identified in the 2035 Regional Transportation Plan.

While the Phase I improvements would not address all project needs, they would reduce congestion and cut-through traffic on local roads, and improve safety conditions.

HOW TO COMMENT ON THE DRAFT ENVIRONMENTAL DOCUMENT

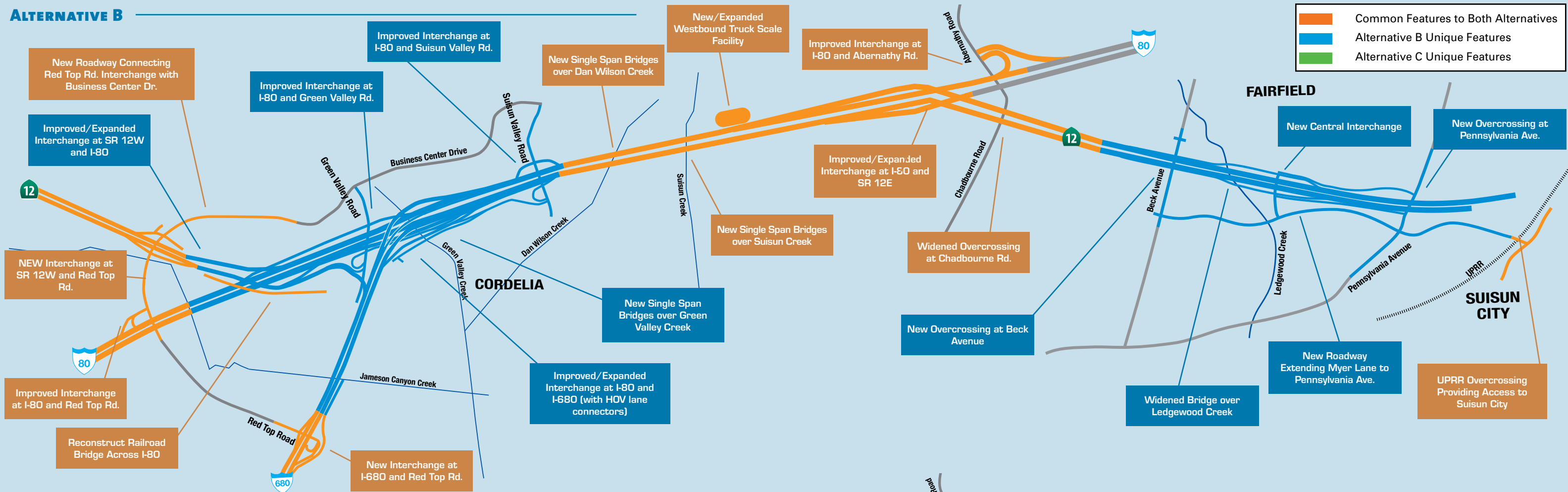
The Draft EIR/EIS is available online and at the following locations:

www.solanolinks.com  
www.dot.ca.gov/dist4/envdocs.htm  
STA Office, One Harbor Center, Suite 130, Suisun City  
Suisun City Library, 601 Pintail Dr., Suisun City  
Fairfield Civic Center Library, 1150 Kentucky St., Fairfield  
Caltrans Office of Environmental Analysis, 111 Grand Ave., Oakland

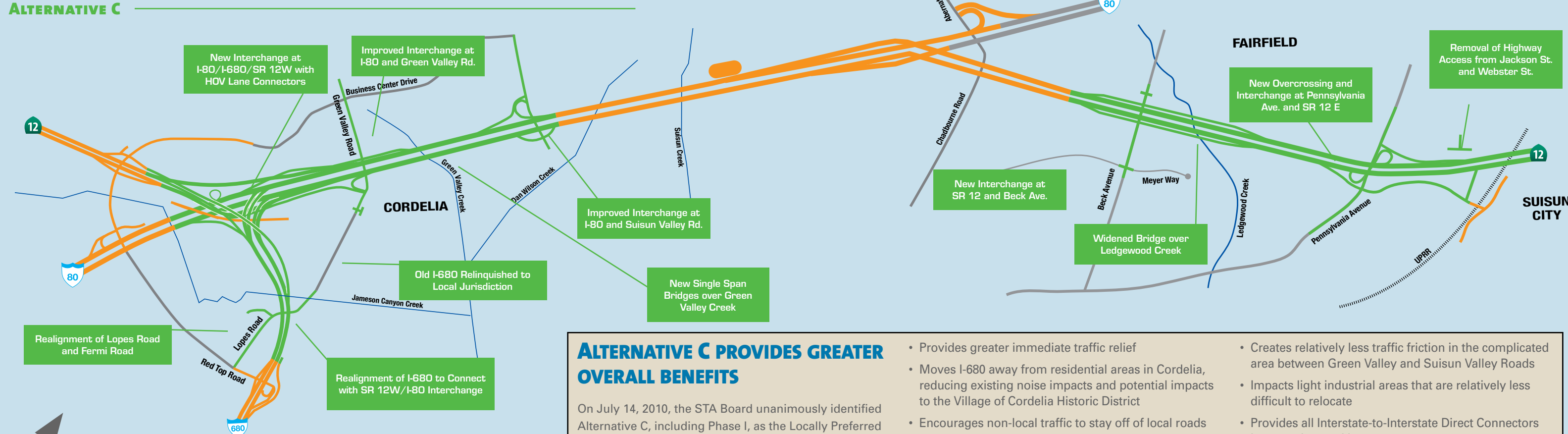
Verbal or written comments may be submitted at the public meeting on September 23, 6 – 8pm at the Solano County Administration Building, 1st Floor, 675 Texas St., Fairfield, CA. Written comments must be received by 5:00 p.m. on October 11, 2010 and also can be submitted via U.S. mail or e-mail to:

Caltrans District 4  
Attn: Howell Chan  
Environmental Analysis Office Chief  
P.O. Box 23660, MS-8B  
Oakland, CA 94623-0660  
E-mail: Howell\_chan@dot.ca.gov

ALTERNATIVE B



ALTERNATIVE C



ALTERNATIVE C PROVIDES GREATER OVERALL BENEFITS

On July 14, 2010, the STA Board unanimously identified Alternative C, including Phase I, as the Locally Preferred Alternative. Based upon the Draft EIR/EIS analysis, STA recommends Alternative C (and Phase I) as the locally preferred alternative for the following reasons:

- Provides greater immediate traffic relief
- Moves I-680 away from residential areas in Cordelia, reducing existing noise impacts and potential impacts to the Village of Cordelia Historic District
- Encourages non-local traffic to stay off of local roads
- Provides drivers on I-680 with standard, outside-lane entrances/exits to I-80
- Creates relatively less traffic friction in the complicated area between Green Valley and Suisun Valley Roads
- Impacts light industrial areas that are relatively less difficult to relocate
- Provides all Interstate-to-Interstate Direct Connectors between I-80 and I-680

